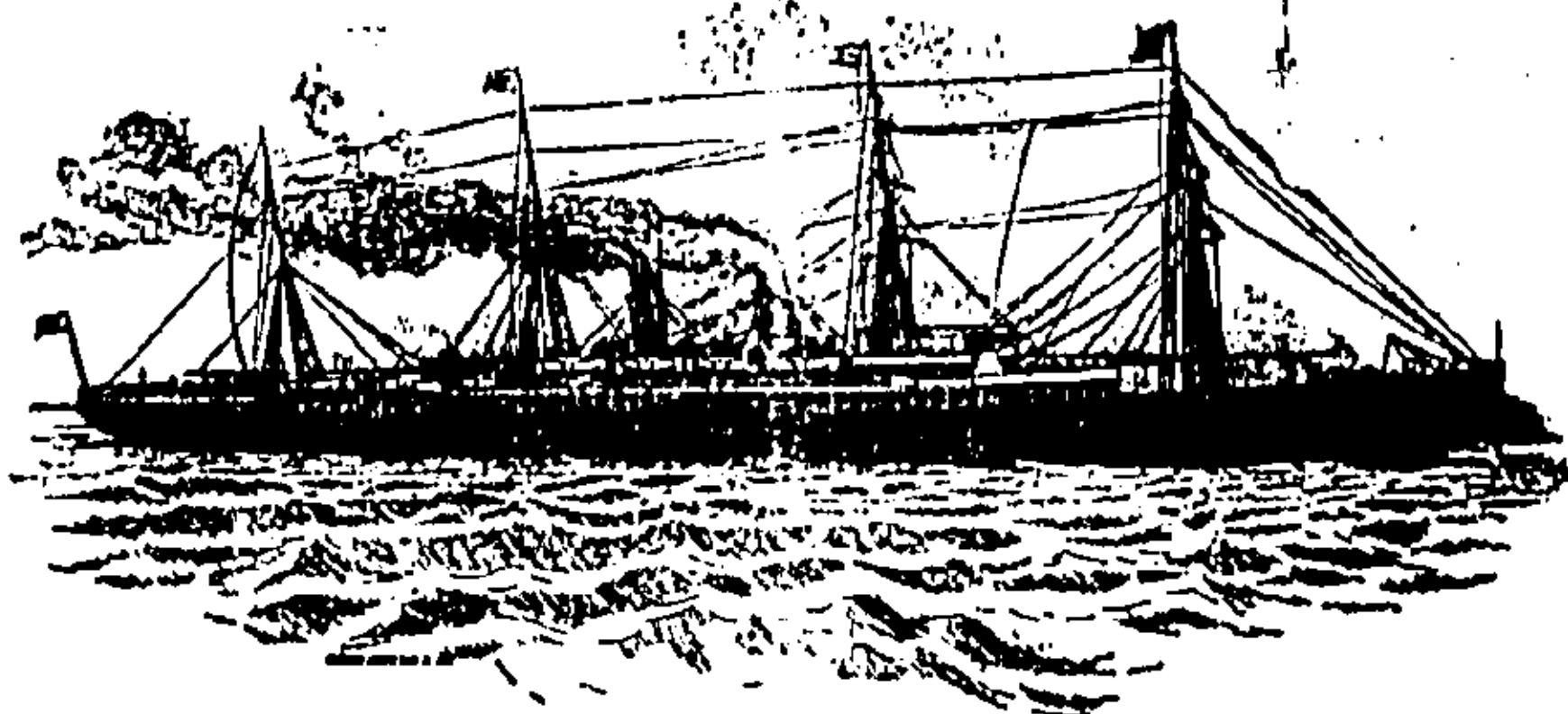


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	5,600 Gross Tons	TUESDAY, 5th April, at Noon.
"DORIO"	4,784 "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"OPTIC"	4,352 "	SATURDAY, 7th May, at Noon.
"KOREA"	11,276 "	TUESDAY, 24th May, at Noon.
"GAELIC"	4,205 "	THURSDAY, 2nd June, at Noon.
"AMERICA MARU"	6,307 "	SATURDAY, 11th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 5th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

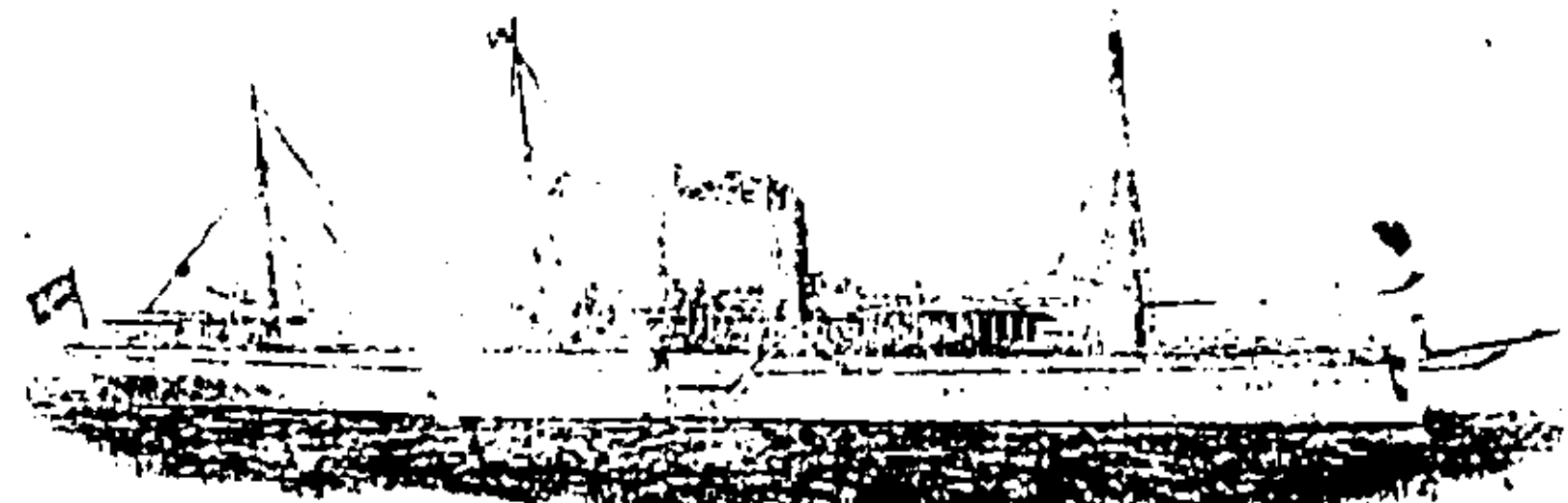
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 21st March, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 30th March.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.
"TARTAR"	4,425 "	SATURDAY, 21st May.

Hongkong to London, 1st Class, £40. Via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 9th March, 1904.

D. E. BROWN, General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ABESSINIA	ST. NAZAIRE, HAVRE & HAMBURG.	2nd April. Freight.
Filler	(Calling at SINGAPORE and COLOMBO).	
BRISGAVIA	HAMBURG.	12th April. Freight.
Schulke	(Calling at SINGAPORE and COLOMBO).	
SUEVIA	HAVRE & HAMBURG.	25th April. Freight.
von Döhren	(Calling at SINGAPORE and PENANG).	
ARTEMISIA	HAVRE & HAMBURG.	3rd May. Freight.
Gronmeyer	(Calling at SINGAPORE and COLOMBO).	
MARBURG	HAVRE & HAMBURG.	17th May. Freight.
Stem	(Calling at SINGAPORE and PENANG).	
STRASSBURG	HAVRE & HAMBURG.	31st May. Freight and Passengers.
Madsen	(Calling at SINGAPORE and COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 16th March, 1904

GO TO THE
KOWLOON HOTEL,
KOWLOON.

33)

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,361 tons	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
------------------	------------	----------------------

Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd March, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

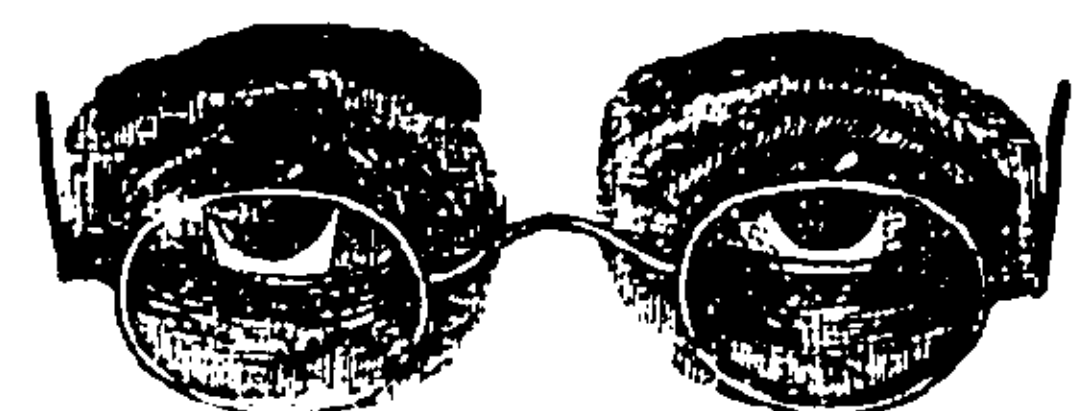
For Terms, apply to

Hongkong, 1st November, 1902

THE MANAGER.

39)

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

34)

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

16, DES VŒUX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 15th December, 1903.

32)

THE PHARMACY,

FLETCHER & CO.,

14, QUEEN'S ROAD CENTRAL, 藥房

Hongkong.

DISPENSING CHEMISTS,

DRUGGISTS' SUNDRIES,

PATENT MEDICINES,

AND DEALERS IN

PERFUMERY, TOILET SOAPS, SPONGES

AND

MEDICAL REQUISITES.

THE DISPENSING DEPARTMENT

being under the personal supervision of

a registered European Chemist, clients may

rest assured that Physicians' Prescriptions, and

Medicines of all kinds, will be carefully and

accurately prepared.

A. STEVENSON,

Chemist,

Registered by the Pharmaceutical Society,

Hongkong, 16th March, 1904.

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

the are warned against paying more than

TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1904.

334)

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

32)

IN THE SUPREME COURT OF
HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF HO MUI SZ, OTHER
WISE HO LIN SHING, LATE OF
VICTORIA, HONGKONG, Deceased.

TENDERS will be received by the Under-
signed, at the Registry of the Supreme
Court House until Noon of WEDNESDAY,
the 10th March, 1904, for the purchase of the
Business of the I W O Pawnshop, of No. 86,
Hollywood Road, Victoria, aforesaid, including
the GOODWILL, STOCK-IN-TRADE, FURNI-
TURE and effects therein.

Every Tender shall be accompanied by a
Deposit of \$1,000, which sum will be forfeited
if the person fails or refuses to carry out his
Tender should the Tender be accepted.

The Undersigned does not bind himself to
accept the highest or any Tender.

For further particulars, apply at the Office of
Messrs. EVANS & HARTSON, Solicitors, No. 36,
Queen's Road Central.

Dated 18th March, 1904.

ARATHOON SETH,
Official Administrator.

392) HONGKONG FOOTBALL CLUB.

THE ANNUAL DINNER will be held in
the HONGKONG HOTEL on SATUR-
DAY, 26th March, at 7.45 for 8 P.M. Members
who wish to be present are requested to send
in their names to the undersigned at the
CHARTERED BANK, not later than THURS-
DAY, 24th instant.

H. F. CHARD,
Hon. Secretary.

Hongkong, 16th March, 1904.

385)

THE HONGKONG FROZEN FOOD
SUPPLY.

DEPOT No. 3, ICE HOUSE STREET.

Telephone No. 343.

FRESH SUPPLY OF FROZEN AUS-
TRALIAN PRODUCE just received by
the China Navigation Co.'s s.s. "TAIYUAN,"
including MUTTON, LAMB, PORK,
SPICED BEEF, RABBITS, HARES,
PORK SAUSAGES, MILK (concentrated),
FRESH BUTTER, (80 cts. per lb.), CHEESE,
HAM (PRIME, SMOKED).

Pass Books will be supplied to, and Credit
Accounts kept with well known residents.
Price Lists on application.

LAU KUE TONG,
Manager.

Hongkong, 23rd March, 1904.

WHAT THE BATTLE MEANS.

"THE GREATEST SUCCESS SINCE TRAFALGAR."

The incidents of the night attack at Port Arthur throw a striking light upon the power of the modern torpedo. For years it has been maintained by the ablest of the young officers in most of the great navies that the torpedo was the weapon of the future. The deeds of the Japanese boats show that this contention rested on solid foundations.

Of recent years the torpedo has been improved in two ways. In the first place, the projectile itself—for the torpedo is really an immense shell, moving automatically on the surface of the water—has been increased in size from 14in. in diameter to 18in. The 14in. carried from 65lb. to 70lb. of gun-cotton in the head, and ran 600 yards at twenty-six knots. The 18in. carries 140lb. to 190lb. of explosive, and before the invention of the gyroscope ran 800 yards at twenty-nine to thirty knots.

TO FIRE AT 3,000 YARDS.

But the prodigious change has been wrought by the gyroscope, which was used, I think, for the first time in war at Port Arthur. The gyroscope is a delicate apparatus for keeping the torpedo straight on its course. With it it has become possible to fire a torpedo and hit not only at 2,000 yards, but even at 6,000 yards.

That is to say, at a range at which a torpedo-boat is out of sight on a dark night she can fire at, hit, and mortally injure the finest battleship afloat.

The profound revolution wrought by the appearance of this improvement in the torpedo has scarcely been grasped by the navies of the world. It means destruction to any fleet which anchors at night outside a securely enclosed harbour.

All the indications at Port Arthur point to a long range attack with gyroscope torpedoes. In the first place, the Japanese boats do not appear to have been seen before the actual explosions. In the second place, the selection of three of the best of the Russian ships—and certainly the two best of their battleships—points to a careful examination beforehand of the position of the Russian fleet, and the cool selection from a distance of the targets. In the rush and furious excitement of an attack, with the boats running full speed through a sea torn with projectiles, it is almost impossible that there should have been such a skilful selection.

The accounts of the affair which have reached us make no mention of any boats being seen escaping. This again points to the gyroscope and long-range attack delivered by men who are consummate masters of torpedo tactics.

WHAT DOES IT MEAN?

There were seemingly repeated attacks at long range, for torpedo explosions are reported as having occurred again and again well on into the early morning. In other words, gyroscope torpedo after torpedo was fired at the Russian fleet. Possibly some of the ships which Admiral Alexieff has reported to have been injured by gun-fire were also struck by these later torpedoes.

The last fact pointing to the use of the gyroscope is that there are no signs whatever of any injury to the Japanese torpedo craft.

What does this success mean?—the greatest won by any fleet since the battle of Trafalgar, nearly a hundred years ago, and won in a more amazing and terrible way?

It will not escape notice that the destruction done was such as gunfire could never have accomplished. It is most improbable that three powerful ships could have been put out of action in this manner without any loss of ships to an enemy. The value of the Russian ships destroyed—for a ship is destroyed from the military point of view when she is rendered useless during the course of a war—was as follows:—

	Cost.
<i>Travitch</i>	£1,250,000
<i>Retovian</i>	1,200,000
<i>Pallada</i>	500,000

Thus, in that brief and sudden onset, some three millions sterling worth of the best designed ships in the world was put out of action.

All three, according to the Russian reports, are very seriously injured. The *Travitch* was struck in her steering compartment; this probably means that her rudder and steering engines have been so damaged as to be incapable of repair without a prolonged sojourn in a well-equipped dockyard, with excellent docks, capable of taking an injured ship. Russia does not possess such in the Far East.

The *Retovian* is damaged somewhat forward, amidships, and the same remarks apply to her. The *Pallada* was hit amidships, which means probably that she is now a mere wreck.

AN AMAZING THING.

This injury was inflicted by some eight or ten destroyers, each costing £60,000. The value of the whole flotilla, supposing it had been wiped out in the attack, was about that of the weakest of the Russian ships put out of action.

It is an amazing result. But it will not surprise those who have followed the progress of the modern torpedo.

The gyroscope torpedo is not effective, or not so effective against fleets in motion, and hence Admiral Alexieff made a disastrous mistake in anchoring his fleet outside Port Arthur. For years—in fact, since the events at Wei-hai-wai in 1895—it has been held that no fleet ought to remain at anchor outside an enclosed harbour during the night. If it does it courts destruction. For this reason France at Brest and Cherbourg has taken the precaution of enclosing a large anchorage with stone breakwaters, while England has done the same at Portland and Dover. Heavy booms will be placed at night over the entrances to our other naval ports.

The immediate result of this battle will be that all Powers will redouble their attention to the torpedo and the torpedo boat. It is the

weapon of the present and of the future in narrow waters, though not so on the high seas.

THE RUSSIAN FLEET NOW.

The first few days of fighting have halved the fighting power of the Russian fleet without any serious loss to the Japanese. The following are the serviceable Russian ships of fighting power now remaining.

PORT ARTHUR FLEET. VLADIVOSTOK FLEET.	Armoured Cruiser:
Battleships:	<i>Gromoboi</i>
<i>Peresvict</i>	Cruisers:
<i>Pallada</i>	<i>Rosita</i>
Cruiser:	<i>Rurik</i>
<i>Boyarin</i>	<i>Dogayr</i>

On the Jane method of valuation, the value of this fleet is 54.

By the same valuation the value of the Japanese fleet is 138, without any prizes or the new Argentine cruisers. If the Argentine ships are included the Japanese force is 150, or nearly three times the Russian.—*Ex.*

Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.
HONGKONG STATION.

REFERRING to the Notice of 20th December, 1903, and subsequent Notices, Senders of Telegrams are hereby advised that from 1st April next, the currency equivalent of the Franc will, subject to revision after three months, be fixed at 10.45, at which Rate the Charge for all Telegrams will be collected from the said Date.

The following Rates will consequently come into force:—

To Europe	\$2.50
NORTH AMERICA VIA EUROPE:	
To California, Washington State	\$4.00
To District of Columbia, New York	
To State, Pennsylvania	\$3.80
To Illinois	\$3.85
To New York City, Ontario, Quebec,	
Massachusetts	\$3.75
To Russia in Europe	\$1.35
To Russia in Asia 1st Region	\$1.15
To Russia in Asia 2nd Region	\$1.00
To Japan	\$1.45
To Amoy	\$0.25
To Shanghai	\$0.45

New Complete List will be distributed as soon as it is ready. In the meantime any further information may be obtained by applying to the Company's Office.

OLAF NIELSEN,

Superintendent.
Hongkong, 22nd March, 1904. [408]

HONGKONG AND SHANGHAI DYEING AND CLEANING CO., LIMITED.

STEAM WORKS:

2, GORDON ROAD, SHANGHAI.

MR. FREDERICK J. FREAME has been appointed Superintendent of the above Works and is now prepared to undertake Dyeing and Cleaning of all descriptions. Goods may be sent from Hongkong either direct to the works or through the Hongkong Receiving Offices:

HONGKONG STEAM LAUNDRY CO., LTD.,
2, Beaconsfield Arcade (Alley Way),
Queen's Road, and

WM. POWELL, LTD.,
Queen's Road.

Catalogues and Price Lists may be obtained on application to the above Offices.

Hongkong, 21st March, 1904. [404]

THE ROBINSON PIANO CO. LTD.

HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS AND BABY ORGANS

GUARANTEED FOR CLIMATE.

THE NEWEST

RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES

HUMAN VOICE

SHIPS PIANO PLAYERS

\$450

CASH or CREDIT

Hongkong, 6th January, 1904. [39]

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOLE'S PREPARATION

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

THE TRYPOGRAPH DUPLICATOR (ZUCCATO'S PATENT).

OWING TO THE LARGE DEMAND for the ABOVE MACHINE, I am now prepared to reserve any of them from my next shipment to my customers.

To avoid disappointment, book your orders early.

PRICES RANGING from £2 to £5 each.

FREE—SAMPLES and PRICE LIST sent Post Free on application.

JACK E. ELLIS,
17A, Queen's Road Central, 1st Floor.

Sole Agent for E. M. RICHFORD of London.
Hongkong, 21st March, 1904. [254]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$10 Per Annum.

PRIVATE LINES, By Arrangement

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES, CHEMICALS,

ELECTRIC BELLS,

INSULATORS, LIGHTNING CONDUCTORS.

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—1, ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to
W. STUART HARRISON,
A.M. I.E.E., C.E.,
Manager

Hongkong, 2nd April, 1904. [61]

Intimations.

LADIES' RAIN COATS JUST ARRIVED.

AT

MADAME FLINT & Co's.

CONNAUGHT HOTEL,

ROOMS: 3, 4, & 5.

Hongkong, 16th March, 1904. [1386]

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE.
Hongkong, 15th September, 1903. [1]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 17th September, 1903. [155]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

(FRIDAY), the 25th March, 1904, at 12 o'clock Noon.

Alongside the Douglas Steamship Co.'s Wharf, THE STEAM LAUNCH

"K'WONG SANG" (About 3 Years Old),

86 feet Long, 14 feet Broad, 8 feet Deep,

Draft 6 feet, Cylinder 9 x 18, Boiler 7 ft. 2 in. x 6 ft. 6 in. Broad.

2 Masts and 2 Masts for Cargo. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 24th March, 1904. [409]

PUBLIC AUCTION.

THE Undersigned have received instructions from A. H. OUGH, Esq., to Sell by

PUBLIC AUCTION, TO-MORROW,

the 25th March, 1904, within his residence, No. 4, Macdonnell Road, at 2.30 P.M.

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

SHANGHAI-MADE WARDROBE, TEAKWOOD EXTENSION DINING

TABLE and CHAIRS, TEAKWOOD DINER WAGON, WRITING DESK, BRASS

and IRON BEDSTEPS, TAPESTRY-COVERED SETTEE, EASY CHAIRS, ICE

CHEST, NEW COOKING STOVE, and UTENSILS, GLASS and CROCKERY

WARE, SILVER SALT CELLARS, &c., &c.;

ALSO

One DOBSON BANJO with Handle by Bacon, One Fritter and Rossmas SEWING MACHINE, and a Quantity of PHOTOGRAPHIC CHEMICALS and APPARATUS;

AND

One GRAND PIANO by Collard and Collard, London, (in good order and condition). Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 24th March, 1904. [400]

PUBLIC AUCTION.

THE Undersigned has received instructions from E. J. LIBAUD, Esq., to Sell by

PUBLIC AUCTION, on

MONDAY, the 28th March, 1904, commencing at 2.45 P.M., at his Residence

"LA HACIENDA" WEST MOUNT KELLEY, THE PEAK,

A QUANTITY OF HOUSEHOLD FURNITURE.

(Particulars can be seen from Catalogue). TERMS:—As Customary.

On View from SATURDAY, the 26th.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 21st March, 1904. [403]

Masonic.

EOTHEN MARK LODGE,

No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, on TUESDAY,

the 29th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd March, 1904. [413]

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zealand Street, on SATURDAY,

the 2nd April, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 19th March, 1904. [414]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 27th May, 1896. [52]

Consignees.

S.S. "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Memphis* and *Crisie*, from

Havre, ex s.s. *Memphis*, and from Bordeaux, ex s.s. *Ville de Bordeaux*, in connection with

above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at

their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees

before 10 A.M., TO-DAY, the 23rd instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed

after TUESDAY, the 29th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th instant, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd March, 1904. [9]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 24th instant, will be landed at Consignees' risk and expense into

Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 22nd March, 1904. [407]

NORDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"HAMBURG,"

of the HAMBURG-AMERIKA LINE, having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence delivery may be obtained.

Intimations.



A. S. WATSON & CO.,
LIMITED.

WATSON'S
SEASONABLE
SPECIALITIES.

WATSON'S BALM OF ANISEED

Gives immediate relief and quickly cures all cases of Cough, both in Adults and Children.

WATSON'S WHITE EMBROCATION.

Sportsmen will find this a first-rate remedy for Sprains and Bruises. In cases of Rheumatism, Chest Affections, and Pains in the limbs, its application has a most soothing and comforting effect.

WATSON'S OTTO OF ROSE COLD

CREAM is a pleasant cure for Sole Lips, and Rough and Chafed Skin.

A. S. WATSON & Co.,
LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 19th March, 1904.

TELEPHONE NO. 255.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. C. Code.

Lieber's Standard Code.

TELEPHONE, 332.

Hongkong, 20th March, 1904.

NOTICE
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
On every business communication should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 24, 1904.

HONGKONG AND LEPROSY.

We have already referred to the main points of Mr. Hutchinson's letter to *The Times*, on the subject of leprosy, which the Hon. H. E. Pollock brought to the notice of the Legislative Council on Monday afternoon, and have now to express regret that the Government does not see its way to institute inquiries into the causes of the disease as suggested by the member for the Chamber of Commerce. Mr. Pollock pointed out, that the study of leprosy is a very important question, considering the thousands of Chinese in the Colony, and the constant stream of natives travelling to and from Hongkong, and coming in contact with all sorts and conditions of people. Indeed, Hongkong being a free port, it would be a surprise if the hospitality thus offered to Chinese is not embraced to a large extent by lepers, who, driven from their relations and friends by virtue of their having the disease, are reduced to a state of destitution, and seek refuge in the Colony in preference to entering one of the wretched leper villages of China. It has been pointed out that there is no law against the importation of these people, nor yet against begging in Hongkong; therefore, the streets of the city are as an El Dorado to the leprosy Chinaman from the mainland. Up to some eighteen years ago, leper families and communities settled on the hillsides above the town, and obtained their livelihood as best they could until the Government interfered and expelled them from the Colony. Since then no collection of lepers has been allowed on the Island, and, we believe we are correct in saying, that whenever a leper is reported to the police they have orders to arrest him; and if it is deemed expedient, the diseased person is subsequently deported. Such steps as these have undoubtedly contributed much to the cleanliness of Hongkong, but now that Mr. Hutchinson again brings forward his theory regarding the cause of the disease, and supports it by distinctly strong evidence, surely it behooves the authorities to keep abreast of the times and institute further inquiries, which it cannot be denied they have proper facilities for doing. It will scarcely be doubted that, in spite of the advance of medical science, leprosy is practically incurable to-day, and inoculation, which promised to obviate so many scourges of the flesh, seems to have no power in this instance. But what is true of the individual is often not true of the race, and it does not seem over sanguine to hope that leprosy, which has been known as one of the most terrible of human diseases for at least five or six thousand years, may be practically extinguished before the passage of very many years. The investigations which Mr. Jonathan Hutchinson has written about so much points to the possibility of stamping out leprosy even before one can hope that consumption, small-pox and enteric fever will disappear. Within the last four hundred years it has almost vanished from Europe, the disease now being found only in Norway, the Italian Riviera and the coast districts of Spain and Portugal. In the Far East, however, it is still a considerable scourge of humanity. Every town in China has lepers in an average percentage of 1 in 200, some villages 1 in 100, and a few with 1 in 30. Canton itself has something like 20,000 lepers, and China, Siam and India together have about 500,000 more or less. Therefore, at a time when the subject is being brought forward at home, it surely is incumbent upon us here, in a British Colony, to assist in any inquiries that we may fully understand the nature and origin of the disease, and utilise the knowledge in the welfare of the stricken seeking shelter on our shores, and also in the wider interests of humanity at large.

LOCAL AND GENERAL.

The French mail of the 23rd February was delivered in London on the 23rd inst.

The China Navigation Co.'s steamer *Ichang* is underlined to leave for Taiwanfoo and Shanghai, at a p.m. to-morrow.

As a result of the wreck of the *Cambridge* a special commission has been appointed to examine the fleet of the Messageries Fluviales company to make sure that the vessels provide sufficient security for the voyages they have to make.

The final tie for the Hockey Cup was decided at Happy Valley yesterday afternoon when the 11th Mahrattas beat H.M.S. *Ocean* by four goals to nil.

On hearing that Russia had abandoned her intention of exhibiting at the St. Louis Exposition, the Japanese representative at once bespoke the space originally assigned to Russia, as additional accommodation for the Japanese exhibit.

The *Sin Wan Pao* is advised by a Hankow despatch that a large body of Shensi troops passed through that town the other day en route for Kuangsi. Their mission is no doubt to put down the disturbance in that Province.

MEMBERS of the band of S.M.S. *Furst Bismarck*, under the conductorship of Herr Stolle, gave an excellent concert in the Theatre Royal last evening, which was thoroughly enjoyed by a large number of people, who paid no attention to the annoyance caused by poor attendants or to the fact that programmes were purchasable only.

THE fishing industry is taking strong root in British North Borneo and the exports of dried fish from Sandakan are increasing. Labuk Bay is a favourite fishing ground and applications for keelings on the Sigit shore are being made to the Land Office by Sandakan people. The drying stages in Sandakan are increasing in number.

WE understand that, although robbery has been rampant in the district of Heungshan and attempts have been made by bands of desperadoes to effect an entrance into the residence of Mr. Chan Tong they have, so far, not succeeded in accomplishing their end. Actual fighting has not yet occurred; but the strictest vigilance is necessary.

MR. G. A. Woodcock, secretary of the Sanitary Board, has forwarded to us a copy of a pamphlet dealing with precautions to be taken against plague, malaria and cholera. It has been printed by the Colonial Government in a handy size, and copies may be obtained from Messrs. Kelly and Walsh, or Brewer & Co. for 15 cents, which is slightly less than cost price.

CAPT Mitchell, of the s.s. *Fantang*, which arrived from Moji yesterday evening, reports four hours after putting to sea he encountered a heavy gale which increased in violence as the night advanced. The decks of the ship were swept continually by heavy seas, and so fierce was the storm that at daylight next morning he sought shelter in Fukuda Bay, near Nagasaki harbour.

HIS Excellency Mr. F. H. May, C.M.G., and Mrs. May dined on S.M.S. *Furst Bismarck* last evening to meet H.R.H. Prince Adalbert of Prussia, who has recently returned from Canton where he has been spending a few days. Amongst the guests were Capt. Baron von Schimmelpenninck, Vice-Admiral Sir Gerard H. O. Noel, K.C.B.; Rear-Admiral Evans, U.S.S. Navy; Rear-Admiral the Hon. Ashton Gore Curzon-Howe, H.M.S. *Albatross*; Dr. Krueger (German Consul) and Mrs. Krueger; and several officers of S.M.S. *Furst Bismarck*.

By kind permission of Lt.-Col. Fremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, on Friday, the 25th instant, (weather permitting).

March "Defiance" Ord Hume
Idyll "Hilwath" Blunt
Song "The Rose of Persia" Sullivan
Selection "The Honey-suckle and the Bee" Penn
Selection "Songs without Words" Mendelssohn
Valse "Whisper and I shall hear" Chopin
Tarentelle "The Original Naphtaline" Julien
God save the King.

THE LOSS OF A SUBMARINE.

(By an Expert.)

It was undoubtedly with deep regret that the British public received the sad news of the terrible tragedy resulting in the loss of one of our latest types of submarines, together with all hands, though in this instance we may hope that death came swiftly and not in the manner it did to some of the pioneers of submarine navigation.

It appears that the boat was cruising at a depth of fourteen feet below the surface, being navigated by her periscope, an instrument something of the nature of a camera obscura.

The periscope has naturally a very limited range of vision, and it is probable that the liner must have come upon it, which would account for her not having been seen from the submarine.

That she was not seen is obvious from the fact of the little vessel having remained submerged while she was in the vicinity, for these boats can, on emergency, be made to leap to the surface in an instant, with a sudden buoyancy that leaves no doubt about their being conspicuous to passing steamers.

One may therefore conclude that, the liner, coming up astern, must have struck her somewhere about the centre, making a large hole, and, at the same time, causing her to dive deeply. The sudden rush of water would have been certain to cause an instantaneous death to the occupants, even if the gasoline in the engines did not explode, which it probably did.

All submarine boats are provided with efficient emergency arrangements to give them a large margin of buoyancy when required, and we believe that our own boats are considered superior in this respect to those of other nations.

The idea of an accident happening to a submarine, of such a nature as to render her helpless and unable to rise, is singularly awful of contemplation, but there are good reasons to suppose that this could hardly occur in the present design of boat, unless the whole of the crew had been killed before there was time to throw over the buoyancy levers.

CHINA SUGAR REFINING CO., LIMITED.

ANNUAL MEETING.

Shareholders in the China Sugar Refining Co., Ltd., held their twenty-sixth ordinary annual meeting to-day, at the offices of the general agents, Messrs. Jardine, Matheson & Co. There were present: Hon. C. W. Dickinson (chairman), Hon. Sir Paul Chater, C.M.G., Messrs. R. C. Wilcox, A. G. Wood, E. Shellim (consulting committee), A. Rodger, J. R. Michael, W. H. Gaskell, S. J. Michael, Ho Fook, F. Smyth, G. H. Potts, J. C. Peter, T. F. Forrest, J. Barton (secretary), and others.

The notice convening the meeting having been read,

The Chairman said:—Gentlemen, I assume you will have no objection to taking the report as read. There is no special feature in connection with the working of the refineries during last year to which I could usefully refer. The difficulties attending our uncertain currency are, of course, still with us, but these I am sure you already fully appreciate. A higher level of exchange cheapened purchases of raw sugar and enabled us to secure greater margins on sales made in silver, the volume of which will be of interest to you to know shows a very encouraging increase. Fluctuations in price were much less severe than we had been accustomed to for some time previously, and now that the pernicious system of bounties is a thing of the past, it is not unreasonable to suppose that when the still large stock of bounty-fed sugars is worked off, speculation in the article will be determined by factors which can be more readily gauged. It has been deemed prudent to write down our stock and forward purchases of raw sugar to a point which should ensure the present year not being saddled with unduly high cost—a course which I feel sure will have your approval. While the inability for the second year in succession to pay any return to shareholders is matter of regret to the general agents, yet you will doubtless regard the result of working for 1903 as not unsatisfactory, the profit made representing as it does 14½% on the capital of the company. There is still unfortunately a rather considerable sum at debit of profit and loss, which must be covered before we again reach a dividend-paying stage; but if present prospects hold, there is good ground for hoping that this will be achieved before another year's accounts are submitted to you. I beg formally to move that the report and accounts as presented be adopted and passed.

Mr. G. H. Potts seconded, and the motion was carried.

CONSULTING COMMITTEE.

On the proposition of Mr. Peter, seconded by Mr. Gaskell, Sir Paul Chater, C.M.G., Messrs. R. C. Wilcox, A. G. Wood and E. Shellim were re-elected to the consulting committee.

AUDITORS.

Mr. F. Smyth proposed, Mr. J. R. Michael seconded, and it was agreed, that Messrs. T. Arnold and W. Hutton Potts be re-elected auditors.

The Chairman:—Thank you for your attendance, gentlemen.

LUZON SUGAR REFINING CO., LTD.

ANNUAL MEETING.

The Hon. C. W. Dickinson presided over the twenty-second annual meeting of this company, held at the offices of the general agents at noon to-day. There were also present Messrs. J. H. Lewis, A. G. Wood (consulting committee), E. J. Moses, Ho Fook, P. A. Barlow, G. H. Potts, W. J. Gresson, C. H. Ross, J. M. de Graça, J. Barton (secretary) and others.

The Chairman said:—Gentlemen,—As indicated in the report now before you, there has been no work done at the refinery during last year, circumstances with which you are already conversant continuing to render this impossible; and the accounts now submitted show only an increased debit balance by the addition of fire insurance, interest and such minimum expenditures as was necessary to keep the machinery and buildings in a satisfactory condition. The outlook, I regret to say, is no more promising than it was a year ago. It is difficult, under prevailing circumstances, to shape any other course than that being pursued although it is obvious that this cannot go on indefinitely; but I may say that if any reasonable offer for the property were received, I should not hesitate to at once put it before you for your favourable consideration. I beg to formally move the adoption of the report and accounts as presented.

Mr. Barlow seconded and the motion was carried.

CONSULTING COMMITTEE.

On the proposition of Mr. Potts, seconded by Mr. Moses, Messrs. J. H. Lewis and A. G. Wood were re-elected to the Consulting Committee.

AUDITOR.

Mr. Ross proposed, Mr. Peter seconded, and it was agreed, that Mr. Thomas Arnold be re-elected auditor.

The Chairman:—That is all the business, gentlemen. Thank you for your attendance.

It is learned by the *Universal Gazette* that the education department at Kwangtung has decided to select forty students to go abroad, twenty to Europe and America, and twenty to Japan; students who are not native of Kwangtung can also apply, but the number chosen in this case cannot exceed three out of ten.

The requisite age is from twenty to thirty; a competitive examination will be held on the 1st day of the 3rd moon.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon in the Board Room. Present:—The President (Hon. Dr. J. M. Atkinson, P.C.M.O.), Hon. W. Chatham (Vice-President), Mr. Ahmet Rumjahn, Mr. Lau Chu Pak, Mr. Fung Wa Chun, Dr. Pearce (Acting M.O. H.), Dr. Barnett (Assistant M.O. H.), Col. Webb, Hon. Pollock, Mr. E. A. Hewett, Mr. G. A. Woodcock, Secretary, and Mr. T. A. Hammer, Assistant Secretary.

The minutes of the previous meetings were confirmed.

DRAINAGE SYSTEM.

Correspondence relative to the existing drainage system in Hongkong was circulated to the members of the Board, Mr. A. Rumjahn, minutes that, no harm need be apprehended by abolishing the intercepting trap system now in vogue, as the gas from the street and house sewers will be so greatly diffused and diluted with the atmosphere, through the numerous ventilating pipes now found in every second or third building, as to make the noxious smell, if any, inappreciable. As stated in Mr. Chadwick's report, buildings erected under the new law will not have a drain or sewer, and thus no intercepting trap will then be necessary as the sullage waters will pass through an open surface channel in the back lane, not through the back yards, as had been adopted in many instances with the approval of the Sanitary Surveyor in buildings recently erected. One very great advantage that will be derived from abolishing this intercepting or disconnecting system, will be the doing away with one of the greatest breeding places for mosquitoes. As intercepting traps are situated on a lower level of house sewers, mosquitoes deposit their larvae on the sides of the trap. A small piece of matting with gummy matter, bird lime or molasses, placed over the grating before daybreak will prove the accuracy of this statement, as mosquitoes will be found to stick to the gummy surface. The Director of Public Works minutes that it was Mr. Chadwick's intention that the intercepting traps should be omitted. In his report the Sanitary Surveyor, Mr. J. Bryan, states:—Before such a system is adopted the recommendation contained in paragraphs 82 to 84, in the Preliminary Report, on the sanitary condition of the Colony for 1902, should be considered. The drainage bye-laws would require to be altered, and probably an ordinance passed to make it permissible. Many owners, no doubt, would object to have the public sewers ventilated by means of their private drains and ventilation pipes, and the omission of the disconnection of house drains, which receive the discharges of water closets, especially when the water closet is situated inside the house, is likely to prove dangerous to the health of the occupants of that house. The Hon. W. Chatham, D. P. W., minutes that, the matter should be referred to the Board for decision. Trapped gullies are being constructed throughout the city and many of the man-hole covers have had the ventilated openings fitted in. Dr. W. Pearce minutes that the system of ventilating street sewers by means of the house sewers and their ventilating pipe, as proposed by Mr. Chadwick, had been a great source of debate amongst sanitary engineers, and his views on the question are not generally shared by the profession. In towns where water closets exist, the soil pipes must be absolutely flawless and the w. c. trap always in perfect order. In Hongkong there are very few houses with w. c.'s, and in adopting Mr. Chadwick's scheme it would be possible to exclude from its houses with w. c.'s. With absolute certainty of disconnection all water-pipes with the houses, and the exclusion of houses possessing w. c.'s from the scheme, and the connection of leads of the sewers as suggested in Mr. Chadwick's report, it might be possible to try the scheme in one district to begin with. The great points to be observed, to avoid danger, are complete absence of leakage and non-porous pipes for drains. For this reason this scheme has not found favour in the eyes of sanitarians in water closet towns, as it is well known that householders will often endure to have a defective w. c. rather than go to the expense of replacing old fashioned w. c.'s by the modern sanitary pattern wash-down closet.

The Vice-President moved that in future, in constructing house drainage work, the intercepting traps be omitted.

The President seconded the motion on the understanding that the work be limited to one section of the city.

The motion was carried.

RABIES IN HANOI.

Correspondence was submitted to the Board with regard to a request to the Colonial Secretary to provide information concerning the prevalence of rabies at Hanoi. A letter from Mr. Liebert, Consul for France, was read, stating that no case of hydrophobia had been reported from the capital of Tonking for some time past.

It was agreed to recommend the prohibition of landing dogs in the Colony, from Hanoi, for six months.

MOTION.

The President moved that, in consequence of the resignation of Inspector Hogarth, the Board should depute Inspector Thomas Able to institute summary proceedings on behalf of the Board against persons contravening any of the bye-laws.

Hon. Chatham seconded.

Carried.

OPEN WORK CEILINGS.

A minute by Dr. Barnett was submitted to the Board suggesting that, in the future, open work ceilings be not allowed, the amount of dirt collected there being extraordinary, and they also provide shelter for rats.

It was decided to recommend that open ceilings be allowed as seldom as possible.

MORTALITY STATISTICS.

Mortality statistics for the month of February last show a death rate per 1,000 and per annum of 12.74, as compared with 16.77 for the same month in 1903.

THE SECRETARY.

Before the transaction of confidential business, Mr. Fung Wa Chun referred, in eulogistic terms, to their secretary, Mr. G. A. Woodcock, who was leaving for England next Wednesday on a well-deserved holiday, after serving the Board conscientiously and satisfactorily for some years past. (Applause.)

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

COUNT KAISURA'S SPEECH.

EXPLANATIONS TO THE DIET.

(From Our Own Correspondent.)

YOKOHAMA, 24th March, 11.24 a.m.

At the meeting of the Diet at Tokio yesterday, General Count Katsura, the Japanese Premier, gave the assembled members a detailed explanation of the circumstances attending the rupture of negotiations with the Tzar's Government.

BARON KOMURA SPEAKS.

OFFICIAL CORRESPONDENCE READ.

Baron Komura, Minister for Foreign Affairs, also made a long and able speech, giving a full account of the course of diplomatic negotiations which took place between the two Governments.

He submitted to the Diet, for its perusal, fifty-one telegrams exchanged between him and Mr. S. Kurino, the Japanese Minister in St. Petersburg.

FINANCIAL PROJECTS.

BARON SONE ASKS APPROVAL.

Baron Sone, Minister of Finance, asked that the Diet should consent to the financial projects submitted for their approval by the Government.

He assured the Members that the authorities would do the utmost in their power to curtail administrative expenditures, and to assure the financial stability of the Empire during the present crisis.

Opium for China.

(From Our Own Correspondent.)

BOMBAY, 24th March.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 525 chests of Malwa opium. Prices are (per chest):—

Malwa (New) ...Rs. 1,210
" (Old) ... " 1,410
" (Older) ... " 1,515
" (Oldest) ... " 1,600

BOAT RACING.

CREWS FROM H.M. SHIPS.

On Monday last the stokers from H.M.S. *Cressy* pulled a dead heat with the 12-oared Maltese boat from H.M.S. *Ocean*. Last night a 10-oared cutter race, over a 5-mile course, took place between a deck boat's crew from the cruiser *Sirius* and a stoker crew from the *Cressy*, in which the former were the winners. The contest was an exciting one and afforded excellent sport. This evening a whale's race comes off between the marines of the *Cressy* and the *Centurion*.

SHIPPING AND MAILS.

MAILS DUE.

American (*China*) 26th inst.
English (*Bengal*) 26th inst.
Canadian (*Athenian*) 29th inst.
German (*Pruessen*) 29th inst.
Indian (*Lightning*) 30th inst.
American (*Doric*) 4th prox.
Indian (*Hangsang*) 5th prox.
Canadian (*Empress of India*) 15th prox.
American (*Siberia*) 17th prox.

The C. & M. Co.'s s.s. *Rubi* left Manila to-day, at 10 a.m., and is due here on Saturday afternoon.

The Imperial German Mail s.s. *Hamburg* which left here on 19th inst., arrived at Shanghai yesterday, at 2 p.m.

The Glen Line s.s. *Glenarney* from London left Singapore this morning, and may be expected here on 30th inst.

The C. P. & R. Co.'s s.s. *Empress of India* left Vancouver p.m., on 21st inst., for Hongkong via the usual Ports of Call.

The P. M. S. S. Co.'s s.s. *China* with mails, &c., left Shanghai for this port on 24th inst., at 2 a.m., and is due here Saturday morning.

The P. M. S. S. Co.'s s.s. *Siberia* with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on 23rd inst.

The P. M. S. S. Co.'s s.s. *Doric* with mails, &c., from San Francisco for this port via Honolulu, has arrived at Yokohama, and leaves for this port via Inland Sea, Kobe, Nagasaki and Manila, on 25th inst., due Hongkong 24th prox.

TELEGRAMS.

(Ruter's)

The Vote of Censure.

LONDON, 22nd March.
Sir Henry Campbell-Bannerman's vote of censure was rejected by 299 to 242.

Chinese Labour in the Transvaal.
The House of Lords has rejected a motion to defer the introduction of Chinese until representative Government is granted to the Transvaal.

The War.

An official Russian despatch, confirming that Japanese infantry and artillery occupied Anju and Ping Yang, says that an increased movement of troops between these places is noticeable.

LATER.

Reuter's Agency at St. Petersburg wires, it is unofficially stated that the Japanese reopened the bombardment of Port Arthur on the 22nd inst.

General Kuropatkin has left Irkutsk, where eleven soldiers have recently been shot for pillaging and rape.

The Russian cruiser *Aurora* and three destroyers have arrived at Bizerta.

THE BANKRUPTCY LAWS

IN HONGKONG.

During the hearing of a bankruptcy petition at the Supreme Court this morning the Chief Justice (Sir W. M. Goodman) intimated that some change should be made in the bankruptcy law of the Colony. At present it was simply abused by debtors who desired all the benefit of the law without any of the responsibility. It was true that, practically, the law was the same in England as in this Colony; but unfortunately in Hongkong they had not the same class of people with which to deal.

Mr. Bruce Shepherd pointed out that creditors got some benefit, as if no bankruptcy proceedings were taken they could take possession of debtors' property and run away with the goods.

His Lordship mentioned that, at the outset, debtors brought two or three actions in the summary court which, of course, meant costs of the solicitors and so on. Sometimes there was a lengthy legal argument, the judge's time was wasted and, finally, judgment was given against the man who, after several others had taken similar steps, said: "I think I must go to prison for this; I have not the least intention of paying, but I will go to the Chief Justice and get a receiving order." They did so and nothing more was heard of them. His Lordship said if he had time he would see if some sort of security could not be given. He could not do more and so far as he could see at present there was no way of altering the law. He thought, however, it was worthy of consideration, and said he would be very glad to hear from Mr. Shepherd if there was really a feasible plan of making it a condition that a man who got the protection of the bankruptcy law should undertake to remain a bankrupt or put in an appearance. If he did not do so he was guilty of contempt of Court, but how could a man be committed, he asked, when he went away to China?

PORT ARTHUR.

In view of the interest which is centred in Port Arthur at the present stage of the war when the Japanese are reported as directing their best efforts against the Russian stronghold, the following article, contributed by a correspondent to *The Times*, will be read with interest:

Port Arthur, the ancient seaport of Lu-chun-cheng, was until the war between China and Japan in 1894 in the undisputed possession of the Chinese. On November 21, 1894, it was captured by Japanese troops. By the treaty of peace between China and her neighbour which was signed at Shimonoseki on April 17, 1895, it was ceded to Japan with practically the whole of the Liau-tung Peninsula, including all islands appertaining or belonging thereto.

Owing to the action of Russia, supported by France and Germany, Japan was compelled to retrocede under Article 1 of a convention signed at Peking on November 8, 1895, all the territory occupied by her in Manchuria, and by December 31 of that year the last Japanese soldier had been withdrawn.

It is unnecessary to recall the process by which, in less than two and a half years after its evacuation by the Japanese, Russia had established herself in Port Arthur, never of her own free will to quit it. No sooner had the lease been extracted from China than the Russian Government set to work to render their new possession impregnable for all time. It would not be out of place here to describe roughly the position and physical aspects of the port. Situated on the south-eastern extremity of the Liau-tung Peninsula, Port Arthur is just outside the southern limit of winter ice, this immunity being one of its most valuable features.

The harbour is an oval inlet of the sea, two miles long from east to west, and a mile from north to south; it is surrounded by hills of varying elevation, and its sole entrance is on the southern side by a narrow channel guarded at the south-western end by a couple of dangerous reefs, and protected against bad weather by a narrow spit of rocky land known as the Tiger's Tail, which runs diagonally across its northern extremity. The harbour, however, was so shallow that until extensive dredging operations had been undertaken, no vessel of any size could enter; even now the berths for but three battleships in addition to smaller craft. For this reason the major portion of the Russian fleet has always been forced to lie outside the heads, or else enter the large swing basin or wet dock, which lies to the east, facing the entrance to the harbour proper.

The approach to the harbour and basin is very confined, and from the nature of its surroundings is very easily defended. To the east, Kwang-chia Hill rises to a height of nearly 250 ft. above the sea-level, and its elevation has been taken full advantage of by the erection on and around its summit of three powerful batteries mounting, besides smaller guns, four new breech-loading cannons, weighing 6½ tons, on fortress mountings. On the side facing the entrance and highway down the slope are two batteries of quick-fiers, for the most Canon 5.5 in. and 7.5 mm. guns, in addition to a torpedo and searchlight station. The fortifications extend from the Kwang-chin-Shan Fort for a distance of nearly 40 versts in the northern direction, and this line is joined by a circle of batteries on the hilltops surrounding the town to the second long line of defences starting south around the peninsula from the Mantow Hill. So much for the eastern side of the entrance. On the west the most important fort, is the Wei-Yuen, and this is joined to several small quick-fire batteries commanding the entrance by castellated bridges. A short time ago the whole of these fortifications were surrounded by a high wooden palisade to prevent the inquisitive from learning too much.

The width of the entrance from the Mantow Rock on the west to the opposite shore is barely 350 yards, whilst the three-fathom channels at its narrowest is not more than 500 ft. in width. Within the heads it widens out somewhat, and between the end of the Tiger's Tail and the entrance to the basin there is a width of 130 yards; even this makes it a most difficult task for any vessel over 500 ft. in length to enter or leave either the harbour or basin.

On the Tiger's Tail are placed seven Canon 5.5 in. quick-fiers in an open battery at an elevation of not more than 10 ft. above the sea; at the extreme end of the spit is a quadruple launching slip for destroyers, from which two lots of four have recently been launched after being sent out in sections. Behind this, again, is a circular observation tower and flagstaff.

The basin or east port was excavated primarily by the Chinese, as also the dry dock cut in its northern side. It has an average depth of 3½ fathoms and can accommodate nearly a dozen large vessels. The western end is devoted exclusively to torpedo craft, though a dock for these small boats is in the process of construction on the eastern side. The dry dock, repaired and enlarged by Russians, is 45 ft. over all, 370 ft. over blocks, 90 ft. wide at the entrance, and has a depth on the sill at high water, ordinary spring tides, of 32 ft. These figures are interesting, for they show that, even with her draught augmented nearly 6 ft., the *Reliance* might still enter the dock for repairs at high water. An 80-ton sheer-legs is in position on the land side of the basin, and immense engine shops and repairing houses are in course of construction wherever there is an available plot of land. Just inside the Tiger's Tail the mud has been dredged away so as to allow destroyers to lie right alongside the building slip, and here eight to a dozen are nearly always moored.

As to the town, the old Chinese city is rapidly becoming a mass of barracks, and on every side the dirty homes of the Celestials are giving way to fine stone buildings; the modern town is constructed on the European plan, its only and all-pervading fault being excessive filth, stench, and a complete lack of drainage. Fine waterworks have for some time been in course of erection, and before long the electric light will be installed all over the town, though whether by the Russians remains to be seen. On the high hill at the back of the town are placed a light-house, signal station, and telephone office; from here a superb view of the surrounding country may be obtained. To the right of this hill (facing seawards) lies the newly-built residence of the Viceroy, the only respectable habitation in that quarter of the town. To the left, stretches the new town, reaching almost to the surrounding hills about four miles to the east. Prominent amongst the many buildings are the new barracks, a series of 24 grey stone edifices placed in four rows of six each.

Nearer the harbour are the prison, telegraph office, Court-house, and Customs, but nothing in the nature of a private dwelling is to be seen anywhere. Beyond the new town, and divided from the east port by a narrow strip of land, is a large shallow lagoon, and a second smaller one, into which empties a river, cuts off the old town from the new. A wide bridge spans this at its narrowest place and leads down a broad road to the gates of the arsenal and dockyard.

Given time, the Russians would have made a model city of Port Arthur; but, unfortunately, more attention was paid (and from their point of view rightly so) to its defences than to its development along peaceful lines. The administration of the town was entrusted to a committee of officers under the presidency of the Viceroy, and in his absence of the senior naval officer present.

Militarism is, of course, rampant, and, but for a few Chinese who seldom meet a man clad in anything but a uniform; the "ricksha" typical of the whole of China, has been replaced by the "drosky" driven by "mujiks" of an unusually dirty type. As regards facilities for travel, there was (for it is wiser to speak in the past tense now) a splendid railway connexion with the Trans-Siberian system, and on Mondays and Thursdays a through Pullman express ran to Irkutsk, meeting the trans-continental section from Vladivostok. A line of steamers under Russian control made daily trips to Chefoo, eight hours distant, and Russian "tramps" had been taking more and more of the Korean coast trade away from the Japanese, who until recently possessed a practical monopoly.

One more feature is worthy of notice—the so-called impregnability of Port Arthur. From the sea I think it would be almost as impossible to capture as Gibraltar, and ships moored in the inner harbour would lie in perfect safety. Further it is a moot point whether the dockyard could be damaged by high-angle fire; the works and arsenal lie so closely under the Kwang-chin Hill that any projectiles so discharged would more probably range far into the town at the back. From the land side, difficult to judge of the value of the defences, but it appeared to me that a determined foe might very conceivably be able to rush the place by a concerted attack from several points. But for these and other matters we must wait the course of events.

THE WAR.

THE FLEET.

A general signal was communicated to H. M. ships yesterday afternoon to the effect that the squadron will leave Hongkong on the 28th inst. and return here on the 31st. Part of the Fleet will then anchor in Mirs Bay. All the ships will sail again on the 5th April for manoeuvres in Mirs Bay and at sea. It is probable that the ships will not return to Hongkong for some considerable time.

WEI-HAI-WEI

AS A JAPANESE BASE.

In the House of Lords, on the 15th ult., Lord Lansdowne, replying to a question from Lord Spencer, said:—

A telegram was sent from the Admiralty with reference to the story of Wei-hai-wei being used as a base of attack upon Port Arthur by the Japanese fleet. It was dated Feb. 12, and was as follows:—"Admiralty to Commander-in-Chief, China Station. Rumour current in St. Petersburg causing great exasperation that Wei-hai-wei, with Great Britain's connivance, was used by Japanese as a base for attack on Port Arthur. Important that His Majesty's Government should be in a position to give absolute contradiction. Report without delay." The Admiralty has now received the following answer:—"Hongkong, Feb. 12, 1904. Rumour absolutely without foundation. Wei-hai-wei did not even know operations were proceeding until I telegraphed fight. First intimation of operations came through Chefoo from steamer calling there from Port Arthur. Wei-hai-wei's first direct knowledge of belligerent proceedings was the visit of steamer *Fuiping* to report circumstances of her being fired on. Air out here is full of baseless rumour obviously deliberately concocted." The *Fuiping*, as the noble earl will remember, is the steamer which was fired at as she was leaving Port Arthur.

THE TSAR.

A correspondent who was present at one of the almost daily loyal deputations received by the Tsar at the Winter Palace states that his countenance was grey and expressionless, like that of a man petrified. Not a gleam of vivacity appeared upon it during the whole ceremony. He bowed like an automaton in response to the congratulatory sentiments of the deputation, but the impression among the audience was that he was with difficulty restraining tears. Mighty as is the power wielded by this man, he has all the appearance of one whose soul is being eaten into by an awful and intolerable grief.

THE "ARGON."

The *Argon* was captured on her voyage from Dalny to Nagasaki; the captain, refusing to surrender, had his vessel placed in charge of a detachment of Japanese marines. The *Adams*, which effected the capture, took possession of the mails despite the energetic protests of the captain.

WATKINS, LIMITED.

The report of the general managers, to be presented at the ordinary annual meeting of shareholders, to be held at the company's office, at noon, on Saturday, the 26th inst., is as follows:—

PROFIT AND LOSS ACCOUNT.
After providing for all bad and doubtful debts, and including the \$1,053.10 carried forward from last year, the balance at credit of this account amounts to \$15,442.22. From which has to be deducted the following sums written off as depreciation, viz.:—
From plant and machines, \$1,000.00
From furniture & fixtures, 1,700.00
From steam launch, 700.00
4,400.00

Leaving, available, the sum of \$11,042.22

DIVIDEND.
From the above amount, your general managers propose to pay the same dividend as last year, namely, 10% absorbing \$10,000, and to carry forward the balance of \$1,042.22 to the current year's account.

EQUALIZATION OF DIVIDEND FUND.
The amount at credit of this fund remains as before, \$4,802.57.

AUDITOR.
The accounts have again been audited by Mr. W. Hutton Potts.

CHAS. A. FOOK, } General Managers.
G. A. WATKINS, }
Hongkong, 22nd March, 1904.

BALANCE SHEET ON 31ST DECEMBER, 1903.

LIABILITIES.
Capital—10,000 shares @ \$10 fully paid-up \$100,000.00
Equalization of dividend fund, 4,802.57
Dividends unclaimed at date, 371.60
Guaranty Trust Co. of New York, 11,917.19
Bills payable, 27,341.21
Loans payable, 6,100.00
Accounts payable, 16,179.85
Loan on mortgage, 22,700.00
Profit and loss account, 11,042.22
\$200,564.54

ASSETS.

Aerated water plant, as per last report, \$9,000.00
Less written off, 2,000.00
7,000.00
Steam launch, as per last report, 7,000.00
Less written off, 700.00
6,300.00

Furniture and fixtures, as per last report, \$1,700.00
New shop fixtures, &c., since added, 15,377.18
17,077.18
Less written off, 1,700.00

Building, 22,720.00
Fixed deposits, 2,300.00
National Bank of China, Limited, Hongkong and Shanghai Banking Corporation, 371.60
Cash, 1,570.49
Licences attaching to 1904, 293.67
Stock, &c., with branches, 14,136.43
Stock on hand, 90,210.14

Accounts receivable—

Trade accounts, \$36,681.53

Sundry debtors, \$256.18

39,217.70

\$200,564.64

PROFIT AND LOSS ACCOUNT.

Dr.

To amounts written off for depreciation—
From aerated water plant, \$1,000.00
From steam launch, 700.00
From furniture and fixtures, 1,700.00
4,400.00
Balance, 11,042.22
\$15,442.22

By balance forward from last year, \$1,053.10

net profits for the year 1903, less bad and doubtful debts written off, 14,389.12
\$15,442.22

CHAS. A. FOOK, } General Managers.
G. A. WATKINS, }

I have compared the above statement with the books of the company, and have found the same to be in accordance therewith.
W. HUTTON POTTS, Auditor.

Hongkong, 22nd March, 1904.

CAMPBELL MOORE & CO., LD.

Following is the report of the board of directors to the eighteenth ordinary meeting of shareholders to be held at the company's office, No. 29, Queen's Road Central, on Thursday, the 31st inst., at 12 o'clock, noon:—

Gentlemen,—The directors have the pleasure to lay before you the accounts for the twelve months ending 31st December, 1903, showing a credit balance of \$6,923.51 which, with your approval, your directors propose to deal with as follows:—

To pay a dividend of 30% \$3,600.00
" pay directors' fees, 600.00
" write off fixture and furniture accounts 126.58
" place to reserve fund account 2,000.00
" carry forward to next year's account 596.93
\$6,923.51

The business continues steady and there is every probability that a similar result may be looked forward.

The accounts have been audited by Mr. A. O'D. GOURDIN, who offers himself for re-election.

A. F. ARCULLI, Chairman.

Hongkong, 24th March, 1904.

Balance Sheet from 1st January to 31st December, 1903.

ASSETS.

To stock—value of stock on hand, \$10,064.18
" accounts receivable—due from customers 5,271.08
" cash—amount on hand 119.48
" Chartered Bank—in current a/c 3,926.14
" fixed deposit account—with Chartered Bank of I. A. and C. 3,500.00
" furniture and fixtures— as per last account \$678.45
written off as per resolution passed 31st March, 1903 178.45
500.00
Less sale of an iron safe 10.50
489.50
Since added 137.08
626.58

" insurance account—unexpired fire premium paid in advance 18.42
\$23,525.88

LIABILITIES.

By capital—1,200 shares paid up @ \$10 each 12,000.00
" accounts payable—due to sundry creditors 897.57
" reserve fund— As per last account 2,500.00
Added as per resolution at meeting 31st March, 1903 1,000.00
3,500.00
unclaimed dividends and bonus 204.80
" balance at credit of profit & loss 6,923.51
\$23,525.88

WORKING ACCOUNT.

To charges \$2,352.07
" wages 9,663.00
" reserve fund—as passed at meeting 31st March, 1903 1,000.00
" dividend—25% passed at meeting 31st March, 1903 3,000.00
" directors' fees 600.00
" furniture and fixtures—written off as passed at meeting 31st March, 1903 178.45
" auditor's fees 300.00
" rent 3,120.00
" bonus to head barber, passed at meeting 31st March, 1903 150.00
" insurance 53.36
" stationery 269.65
" bad debts— 1900 \$586.15
1901 122.85
1902 38.15
\$747.15

Less amount collected 1899, \$14.15 1902, 6.50 20.65

726.50
" loan account—amount of loan a/c written off, being 1/2 cost of passage of barbers from Japan 47.50
" balance 6,923.51
\$28,384.04

By balance brought forward from last account \$5,336.68

" interest 154.48
" sales and shop returns 30,673.62
" Less cost of stock 8,421.01
22,252.61
" transfer fees 3.00
" Hongkong Club 617.27
\$28,384.04

RESERVE FUND.

To balance \$3,500.00
" added 3,500.00
\$3,500.00

By balance 31st December, 1901 \$2,500.00

" added " 1903 1,000.00
\$3,500.00

E. & O. E. CAMPBELL MOORE & CO., LTD.

I have compared the above statement with the books and vouchers of the company and certify the same to be correct.

A. O'D. GOURDIN, Auditor.

Hongkong, 24th March, 1904.

COMMERCIAL.

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 17th March.

The heavy approaching settlement is monopolising all our attention and but little cash business is current. Dealers are making every effort to square accounts for this month, which in some cases entail heavy losses, but everything at present promises to go through. Farnham Boyds have eased up and Langkats are quieter, but Indos after weakening firmed up and are wanted at the close. Hongkew Wharves have sustained a sharp drop of Tls. 10, owing to the poor accounts issued to-day for last year.

Shipping.—Indos were sold at Tls. 62½ afterwards at Tls. 60 and yesterday Tls. 62 was paid. For this month's clearance, business is reported at Tls. 63, Tls. 60½, Tls. 62, Tls. 61½ and Tls. 63. April shares have had attention at Tls. 62½, May at Tls. 62. For July sales at Tls. 63, Tls. 63½, Tls. 64, Tls. 64½ are published. Tug and Lighters have changed ownership at Tls. 50 for 'ord' and 'pref' at Tls. 48. A final dividend of 5 per cent. is declared on ordinary and 3½ per cent on preference shares.

Docks.—Cash Farnham Boyds have been placed at Tls. 141 and Tls. 141. For 29th inst. at Tls. 143, 144, 144½, Tls. 145, Tls. 144, 143 and Tls. 141. April at Tls. 146, Tls. 142 and Tls. 143. June at Tls. 147½, Tls. 149, Tls. 149½, 148, and Tls. 145. July at Tls. 150, 151, 150, Tls. 151, Tls. 149, 148, Tls. 147½ and Tls. 147, 146½.

Mining.—Chinese Engineering and Mining Co. shares have been sold at Tls. 6 for bearer scrip and are wanted. Wei-Hai-Wei Colds have been let off at \$15. Shares are in strong demand. Raubs are in request at Tls. 7½.

Tobaccos.—Sumatras have not been dealt in. The accounts of the Maa-chappi tot Nijin-Boschen Landbouwexploitatie in Langkat show a balance at working account of Tls. 1,053,359.03, which has been transferred to profit and loss. After paying Tls. 35 in dividends during the year, absorbing Tls. 870,225, placing Tls. 166,771.81 to Reserve Fund and writing off Tls. 105,000 from steamers, properties, buildings, etc., the balance of Tls. 27,187.13 is carried forward. A fair business has been done in shares at Tls. 300 cum the dividend of Tls. 10 paid 15th inst. and at Tls. 291, 290 ex. April at Tls. 305 cum and at Tls. 297½, 295 ex. May at Tls. 310 cum June at Tls. 312½, Tls. 315 Tls. 315½, 317½ cum and at Tls. 307½, 305 ex. For July Tls. 320, 322½ cum has been paid.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/9 9/16
Do. demand 1/9 1/2
Do. 4 months' sight 1/9 1/2
France—Bank T.T. 2.25
America—Bank T.T. 43
Germany—Bank T.T. 1.83
India T.T. 1.34
Do. demand 1.34
Shanghai—Bank T.T. 714
Japan—Bank T.T. Nominal
Singapore—Bank T.T. Nominal
Java—Bank T.T. 108½

Buying.

4 months' sight L/C 1/10
6 months' sight L/C 1/10 1/2
30 days' sight San Francisco & New York 44
4 months' sight do. 45
30 days' sight Sydney and Melbourne 1/10 1/2
4 months' sight France 2.34
6 months' sight 2.32
Bar Silver 1.88
Bank of England rate 2½

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 900/930
" Old @ 960/1,040
" Oldest @ 1,080/1,120
Patna New @ 1,180
Benares New @ 1,360
Persian (Paper) @ 850/930

To-day's Advertisements.

WANTED.

THE BUSINESS TRAINING COLLEGE REQUIRE ADDITIONAL TEACHERS for DOUBLE ENTRY and ELEMENTARY BOOKKEEPING.

For a Special System for an Estate Agent's Business.

WARWICK PEELE, Principal, Studio: Watkins Buildings, near G. P. O. Hongkong, 24th March, 1904. [417]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Gibson, will be despatched for the above Ports, on SUNDAY, the 27th instant, at Noon.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 24th March, 1904. [419]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SUEVIA,"

Captain von Dühren, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 24th March, 1904. [420]

To-day's Advertisements.

THE BUSINESS TRAINING COLLEGE.

It is not a School or a Class; you come at any time you like between 8 o'clock A.M. and 10 o'clock P.M. daily except—

SATURDAYS, 8 to 10 o'clock only.

SUND

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th March.
GLASGOW and LIVERPOOL	"OOPACK"	On 31st March.
GLASGOW and LIVERPOOL	"JASON"	On 3rd April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 16th April.
GLASGOW and LIVERPOOL	"HYSON"	On 17th April.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 13th May.

S.S. "ANTENOR" left Singapore on the 20th inst., and is due here on the 25th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"PAKLING"	On 29th March.
LONDON & ANTWERP	"MACHAON"	On 12th April.
GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	On 14th April.
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.
LONDON & ANTWERP	"JASON"	On 10th May.
GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 20th May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 25th March.
S.S. "TYDEUS" left Nagasaki for this port at 10, and is due here on 27th inst., at 5 p.m.	"HYSON"	On 19th April.
S.S. "PING SUEV" will leave Victoria, B.C., for Japan and Hongkong on 24th March.		

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 23rd March, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"TAIYUAN"	25th March, at Noon.
SHANGHAI	"SHANG"	26th " " 4 p.m.
NINGPO and SHANGHAI	"KANGHOO"	26th " " 4 p.m.
AMOI, MANILA, CEBU and ILOILO	"CHENAN"	28th " " 4 p.m.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	8th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 24th March, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 26th Mar., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 2nd April, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 19th March, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	April 24, 1904.
"INDRAPURA"	4,899	J. T. Horne	"
"INDRASAMHA"	5,197	W. E. Craven	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

HONGKONG-CANTON LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

[16]

THE British Steamship

"YING KING,"

Captain Ramsey, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is fitted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.

2nd ".....1.50 " " "

Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street.

Hongkong, 9th March, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are fitted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00

Second Class European.....3.00

First Class Chinese.....1.50

Second Class Chinese.....80

Deck.....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent.

THE PHARMACY, Queen's Road Central.

Hongkong, 23rd March, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309...J. P. MARTIN.

"KWONG TUNG".....1,238...H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD.,

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [118]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, SALINA CRUZ, MEXICO, AND PORTLAND (OREGON).

THE Steamship

"ATHOLL,"

Captain Watt, will be despatched for the above Ports, on SATURDAY, the 26th inst., at Noon.

For Freight, apply at the Company's Offices, No. 20, Des Voeux Road.

J. VAN BUREN, Superintendent.

Hongkong, 15th March, 1904. [380]

FOR YOKOHAMA AND KOBE.

THE Steamship

"SUEVIA,"

Captain von Dohren, will be despatched for the above Ports, on SUNDAY, the 27th inst., at Daylight.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 18th March, 1904. [396]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"KENNEBEC,"

Captain Geo. R. Wallace, will be despatched as above on or about MONDAY, the 28th inst.

For Freight or further information, apply to

STANDARD OIL COMPANY OF NEW YORK,

Oriental Freight Department,

Hongkong, 21st March, 1904. [327]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain James Young, will be despatched as above on TUESDAY, the 29th inst., at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 23rd March, 1904. [412]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weirall, will be despatched as above on WEDNESDAY, the 30th inst., at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 23rd March, 1904. [426]

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Port, TO-MORROW, the 25th inst., at 10 A.M.

For Freight or Passage apply to

DOUGLAS, LAFLAIX & CO.,

General Managers.

Hongkong, 24th March, 1904. [411]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at Philippine Ports.)

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"AFRIDI".....Early in April.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 3rd March, 1904.

Dentistry.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,

27, DES VOEUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 2nd January, 1904. [58]

SAVARESSE'S SANDAL CAPSULES

Not made of Guttapercha, most efficacious, because absolutely pure English Oil.

Full directions. All Chemists.

Inset on Savarasse's.

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 20, COMNAUGHT ROAD CENTRAL.

Hongkong, 9th February, 1904. [57]

A WONDERFUL DISCOVERY.

This is the most important discovery of the century, and one which will revolutionize the medical profession. It is the discovery of a new and powerful medicine, which will cure all the diseases of the human system, and which will be found to be the most efficacious and reliable medicine ever known.

This medicine is the result of the most careful and scientific research, and it is the only medicine of its kind. It is the only medicine which will cure all the diseases of the human system, and which will be found to be the most efficacious and reliable medicine ever known.

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NOTICE.

THE WEATHER WILL BE EXCEEDINGLY COLD AFTER YOU PASS PORT SAID ON YOUR WAY HOME AND COLDER STILL SHOULD YOU GO VIA U. S. A. OR CANADA. YET YOU CANNOT AFFORD TO LOSE THE SPLENDOUR OF THE MEDITERRANEAN OR PACIFIC SEA BY NIGHT. THEREFORE A TRAVELLING RUG BECOMES A NECESSITY AND WM. POWELL, LTD., ARE PREPARED TO SUPPLY FINE SCOTCH RUGS FROM \$8.50 TO \$25.00. THESE WILL BE FOUND IN THEIR GENTLEMEN'S DEPARTMENT AT 28, QUEEN'S ROAD, WHERE THEY ALSO STOCK ALL OTHER TRAVELLING REQUISITES.

BY THE WAY, HAVE YOU HEARD THEY HAVE JUST RECEIVED 19 CASES OF NEW SPRING GOODS WHICH ARE NOW OPENED OUT, AND OTHER LARGER SHIPMENTS FOLLOW TO STOCK THEIR NEW PREMISES IN DES VCEUX ROAD WHICH WILL BE OPENED SHORTLY? ONE OF THE CHIEF FEATURES OF THE BUSINESS WILL BE THE GRAND WINDOW DISPLAY WHICH CANNOT FAIL TO ATTRACT THE ATTENTION OF EVERYONE IN THE COLONY.

N.B.—THE LADIES' DEPARTMENT IS AT PRESENT AT 34, QUEEN'S ROAD (UPSTAIRS).